

# 2010 DOWNTOWN COLUMBUS STRATEGIC PLAN

## **8 STRATEGIES**

*To enable and encourage the **12 Ideas** presented in the previous section, there are **8 Strategies** that need to be enacted and employed. The strategies outlined in this section will provide the framework needed to guide the appropriate redevelopment of Downtown Columbus.*



# 8 STRATEGIES

## INTRODUCTION

The **12 Ideas** presented in this plan express the community's vision for the future, but individual projects alone will not be enough to guide the revitalization of Downtown Columbus. From transportation to sustainability, there must be a holistic approach to address the overarching urban issues facing downtown. While the **12 Ideas** in themselves are transformational, each of them must be supported by a broader set of strategies. As these **12 Ideas** are developed into actual projects, additional downtown development will likely take place as a result. The purpose of the following **8 Strategies** is to outline a strong framework that will shape all future development in Downtown Columbus as well as ensuring and supporting the success of the **12 Ideas**.

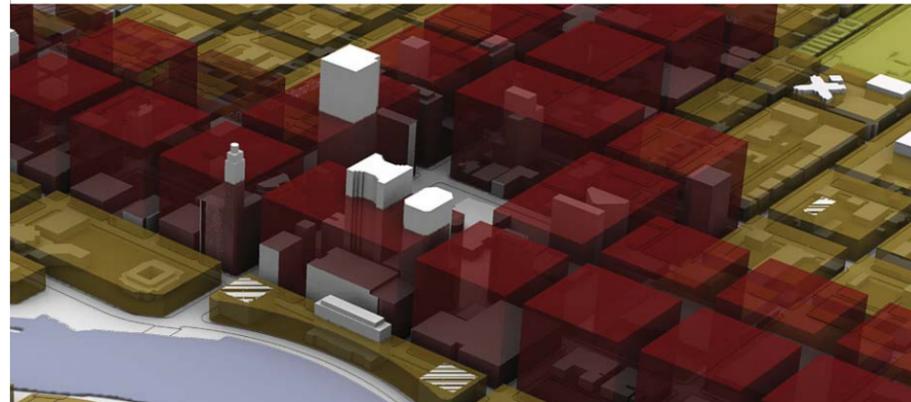
Building upon the input from the public process and the support for the **12 Ideas**, the planning team created a set of **8 Strategies** that address the following areas:

- 01 Urban Form
- 02 Transit
- 03 Parking
- 04 Parks and Green Space
- 05 Streetscape and Street Network
- 06 Sustainability
- 07 Arts and Culture
- 08 Connections

These **8 Strategies** are summarized here and then outlined in greater detail in the following pages. Each strategy area defines an objective, explains an issue and outlines a specific set of proposed action strategies. These recommendations will advance the implementation of the **12 Ideas** and enable appropriate redevelopment of Downtown Columbus.

### 01 URBAN FORM

**ESTABLISH MINIMUM DENSITY, HEIGHT AND DESIGN STANDARDS FOR DOWNTOWN DEVELOPMENT**



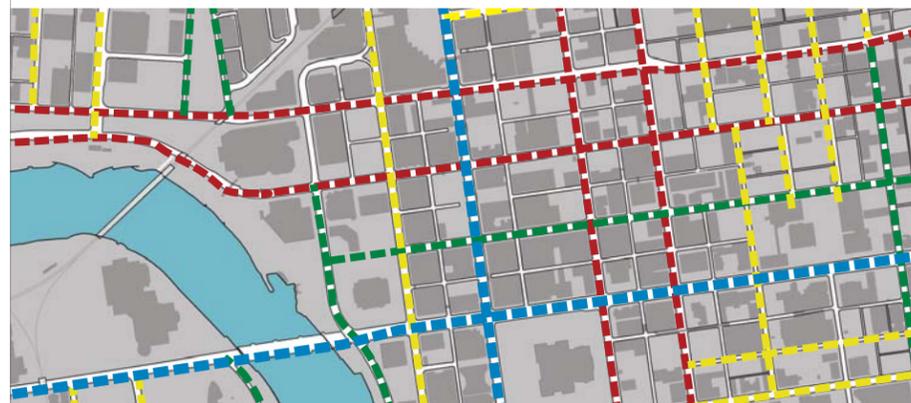
### 02 TRANSIT

**IMPROVE TRANSPORTATION INFRASTRUCTURE AND EXPAND MOBILITY OPTIONS TO PROVIDE ALTERNATIVES TO AUTOMOBILE TRAVEL**



### 05 STREETScape AND STREET NETWORK

**CREATE A HIERARCHICAL STREET NETWORK THAT ENABLES AND FACILITATES MULTIPLE MODES OF TRANSPORTATION**



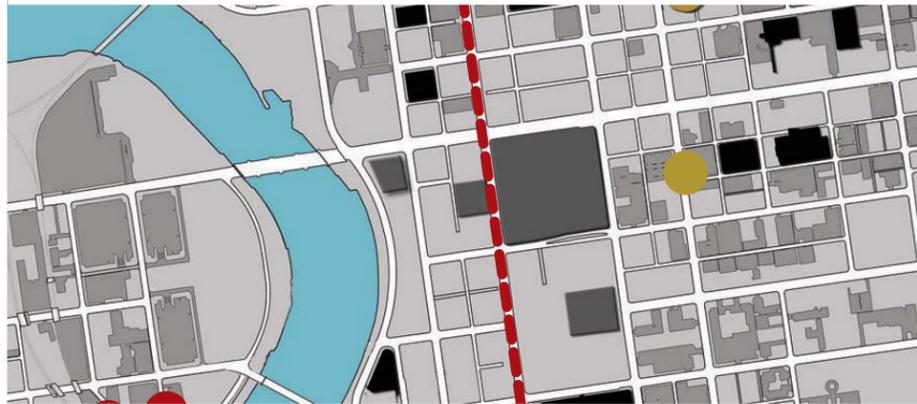
### 06 SUSTAINABILITY

**ESTABLISH DOWNTOWN COLUMBUS AS THE GREEN CAPITAL OF THE MIDWEST BY PRIORITIZING ENVIRONMENTAL SUSTAINABILITY**



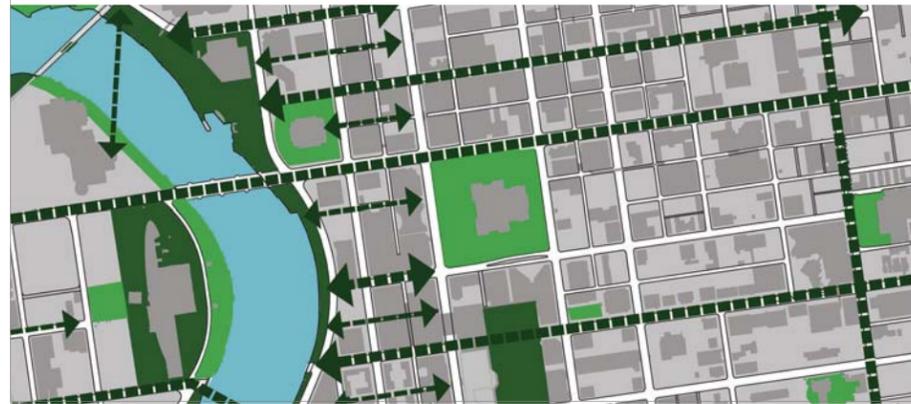
03 PARKING

DEVELOP A **MULTIFACETED PLAN** TO ENHANCE TRANSPORTATION, CONSTRUCT GARAGES, AND IMPROVE MANAGEMENT OF GARAGES AND ON-STREET PARKING



04 PARKS AND GREEN SPACE

INCREASE THE **AMOUNT AND CONNECTIVITY** OF URBAN GREEN SPACE IN DOWNTOWN COLUMBUS



07 ARTS AND CULTURE

INVEST IN ARTS AND CULTURAL INSTITUTIONS, VENUES AND ORGANIZATIONS TO ENSURE DOWNTOWN'S PLACE AS THE PREEMINENT **CREATIVE HUB** OF CENTRAL OHIO



08 CONNECTIONS

**CONNECT USES, DISTRICTS AND PEOPLE BOTH** THROUGHOUT DOWNTOWN AND WITH ADJACENT NEIGHBORHOODS



# 8 STRATEGIES

## 01 URBAN FORM

### Objective

Establish minimum density, height and design standards for downtown development to ensure an orderly and appropriate development pattern and concentrate neighborhood and retail nodes to achieve a vibrant and active downtown.

### Issue

Downtown population peaked in 1950 at nearly 30,000 residents. While there has been a net population gain during this decade for the first time since 1950, there is a need for density and minimum height regulations to ensure that the redevelopment of downtown parcels results in the creation of enough critical population mass to revitalize downtown. This population density is needed to achieve the retail and development goals for downtown. There are currently no density requirements in Downtown Columbus. While height is regulated, there are no minimum standards. This has resulted in lower than desired densities in many areas of downtown where one story buildings occupy sites that would be better served by greater land utilization.

While the majority of new residential construction in downtown have been built to appropriate densities, lower density housing has been constructed that does not make the best use of land or public investment dollars. Establishing density and minimum height standards will provide the framework for carrying out the community's vision for the build-out potential of 22,000 residents (see Table 8).

While reaching 22,000 residents may seem daunting, it is helpful to consider the "2% Solution." In order for downtowns to be successful, some urban experts maintain that they must have downtown residents equal to 2% of the city or regional population. Furthermore, studies have indicated that this is a minimum threshold of the untapped market for urban living in cities. For Columbus, this would mean roughly 14,000 downtown residents using today's city population, or 30,000 people using the regional population. Put in this context, and taking into account the fact that downtown used to have 30,000 downtown residents, the goal of 22,000 residents and beyond becomes a realistic one for the eventual build out of downtown.

In addition to density standards, incentives need to be put into place that help to focus redevelopment energy on concentrating new residential development in neighborhood clusters and locating it adjacent to neighborhood retail activity and employment centers. Taken together, this approach will increase the number of downtown residents, making downtown more viable and attractive.

### STRATEGIES

- Update height standards and adopt density standards to ensure the appropriate build out of downtown consistent with plan recommendations (see diagram on opposite page).
- Implement parking and transit policies in this plan that facilitate the redevelopment of surface parking lots and create a denser urban form.
- Concentrate office and government development in the Mile On High and encourage supportive retail, entertainment and service businesses.
- Facilitate concentrations of residential development to create neighborhood nodes at critical locations in the downtown, while encouraging supportive retail and services businesses.
- Continue to implement incentive packages/programs that encourage the construction of a broad range of housing types and price points.
- Continue to implement incentive packages/programs that attract office and retail development at key locations and corridors

**DENSITY AND MINIMUM HEIGHT REGULATIONS WILL PROVIDE THE NECESSARY POPULATION TO REVITALIZE DOWNTOWN**

## POTENTIAL BUILD OUT

Downtown Columbus	Existing	Additional	Total Build-Out
Commercial (sq. ft.)	21,000,000	5,900,000	<b>26,900,000</b>
Residential (units)	4,132	10,500	<b>14,632</b>
Workers	100,000	35,000	<b>135,000</b>
Residents	5,500	16,500	<b>22,000</b>

Table 8 - Downtown Build-Out

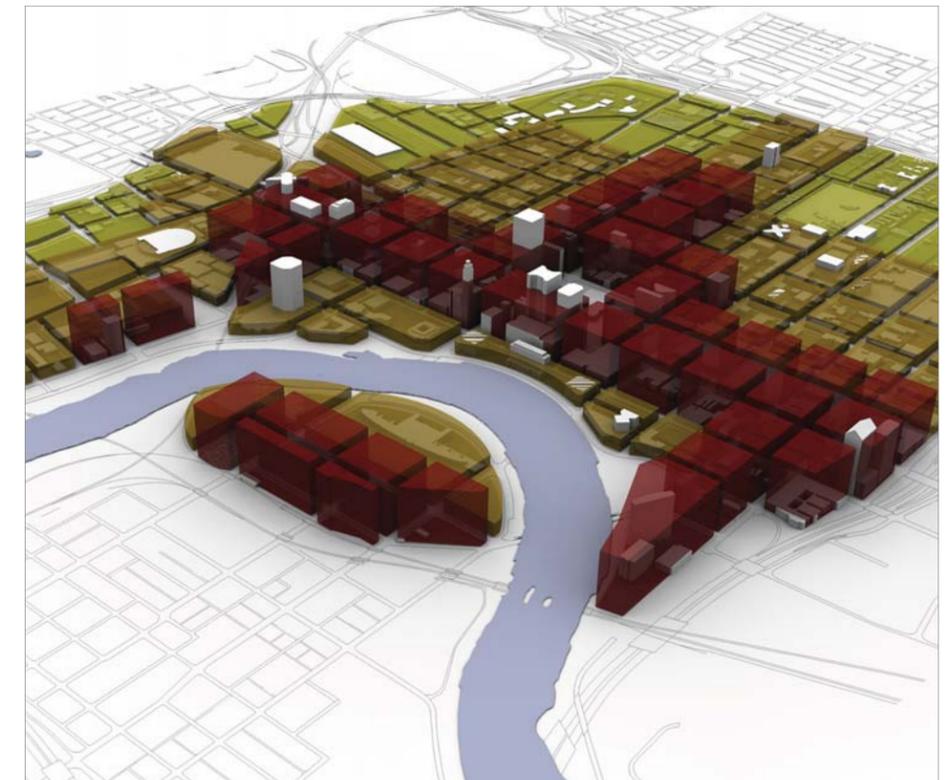


Figure 41 - Proposed Density Massing Diagram

## ESTABLISH URBAN FORM

The following proposed density diagram for Downtown Columbus sets three different minimum building height requirements for areas of downtown. The highest density is proposed along High Street and Broad Street (District A) and then mid-scale buildings built around this core area (District B). The rest of the downtown area reflects the current lower density neighborhood scale (District C). Using these densities and assumptions about office and residential uses, the planning team was able to forecast a potential build-out of Downtown Columbus (see Table 8).

### District A

- Primary urban core / downtown commercial district
- Highest densities
- 10+ stories acceptable and additional height encouraged where appropriate.
  - 8+ stories preferred for new development
  - Primary destination for downtown office workers, some arts, retail and entertainment visitors
  - Limited residential uses on Broad or High streets, unless within higher density mixed-use buildings
  - Full transit service and walkable

### District B

- Urban density zone - mixed retail, residential, entertainment, office district
- Significant densities required and strong urban character
- 5+ stories preferred for redevelopment
  - Primary destination area for downtown visitors/tourists
  - Significant residential – best location for true “urban style” living opportunities
  - Transit service in close proximity, but walkable

### District C

- Urban neighborhood/campus zone – neighborhood residential, institutional, academic, service-oriented retail and office
- Lower densities allowed with traditional urban character
- 2-5 stories preferred for redevelopment
  - Primary education/medical area downtown
  - Full transit service and walkable
  - Significant residential – transition to adjacent neighborhoods with traditional neighborhood design
  - Some transit service, but walkable



Figure 42 - Proposed Density Diagram

# 8 STRATEGIES

## 02 TRANSIT

### Objective

Improve transportation infrastructure and expand mobility options to provide alternatives to automobile travel and enable continued growth for both Downtown Columbus and the region as a whole.

### Issue

Columbus is currently over-reliant on highways and roadways as its primary method of moving people throughout the region. With roadway capacity reaching peak levels, parking garages full, parking lots redeveloping, and energy supplies in high demand, implementing alternative transportation options will be critical to the ability of Downtown Columbus and Central Ohio to compete in the 21st century. While more and more people are utilizing the COTA bus system, emphasis is needed to expand options that provide for a truly sustainable transportation network.

Columbus is the largest city in the country without rail service. As other peer cities continue to implement commuter rail and streetcar systems, Columbus is falling behind the competition. Rail detractors insist that Columbus has too much of a “car culture” to overcome, yet cities across the car-centric sunbelt from Charlotte to Phoenix have invested in light rail and streetcar systems over the last decade. With the shift in nationwide priorities, more Federal funding is available for alternative transportation. Cities such as Dallas and Tucson recently won Federal funding for most of its planned streetcar systems.

Improving transportation options will make downtown more accessible and convenient to both residents and commuters. With better accessibility into, out of and within the downtown area, it will become more attractive to employers, residents and visitors. Given the inherent limitations of the highway and roadway systems, improved transportation options will greatly enhance downtown’s employment capacity and drive economic development by allowing more people to live in and easily access the downtown area on a daily basis. Recent alternative transportation plans including the City’s Bicentennial Bikeways Plan, the starter streetcar effort, COTA’s Light Rail Study, and the 3-C rail corridor, are elements that need to be actively pursued and enacted in order to improve transportation options and allow Columbus to compete in the 21st century.

### STRATEGIES

- Continue to improve bus service operations to and within downtown, and investigate a downtown Bus Transit Center located in close proximity to employment centers and services.
- Ensure that downtown is accessible to those that are transit dependent.
- Continue to implement the Bikeways Plan with an emphasis downtown on bike lanes, sharrows, storage facilities and bike stations.
- Study bike sharing as a method for linking downtown with nearby neighborhoods.
- Build a comprehensive streetcar system to link downtown with OSU and other nearby neighborhoods and significant activity nodes.
- Continue to study other alternative modes of transportation (light rail, bus rapid transit, and heavy commuter rail) to facilitate long term growth both in downtown and the region.
- Explore the development of a stronger transit connection between Port Columbus and downtown.
- Support the 3-C plan to connect Cincinnati, Columbus and Cleveland with passenger rail, including construction of a rail station at the Convention Center.

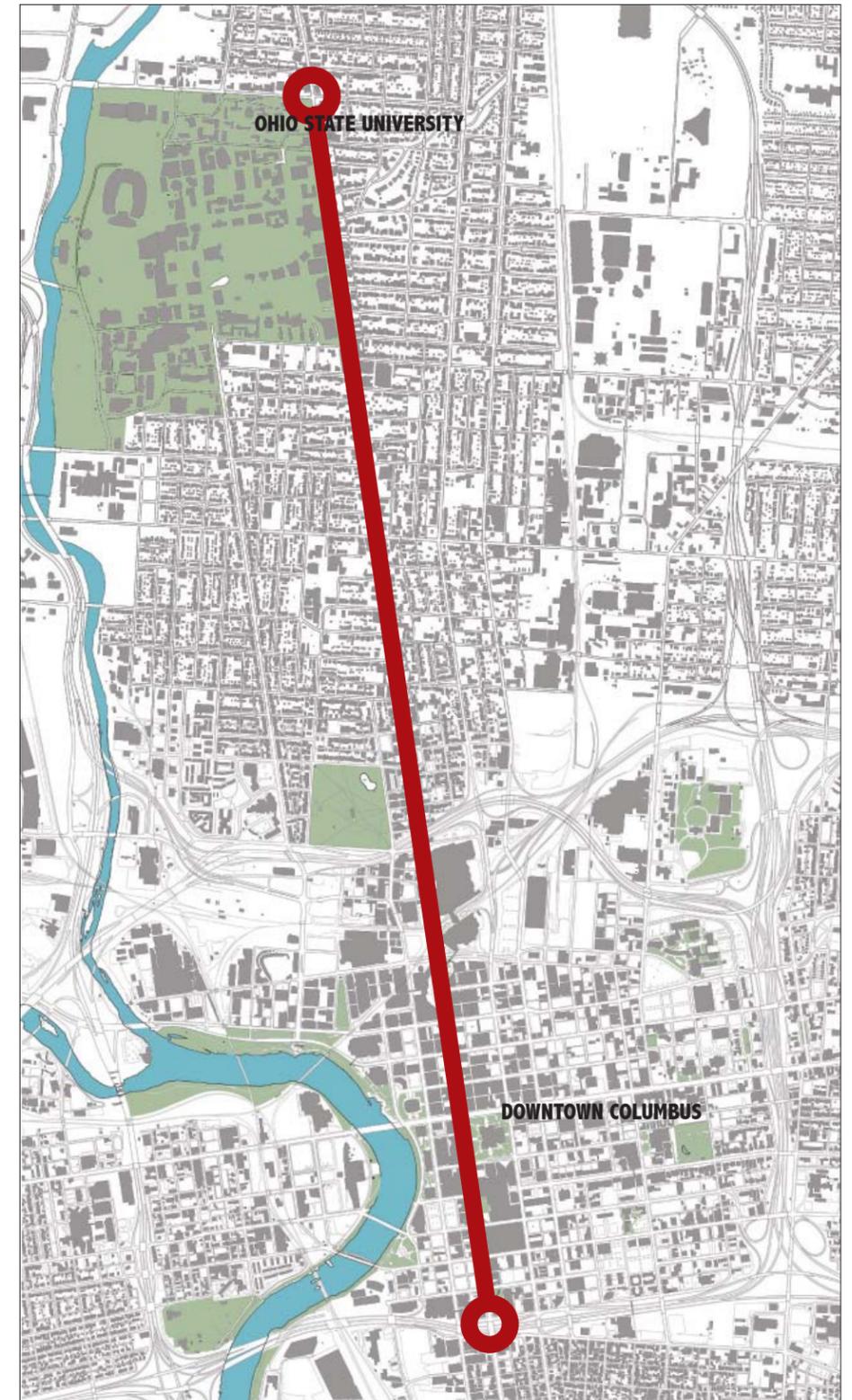
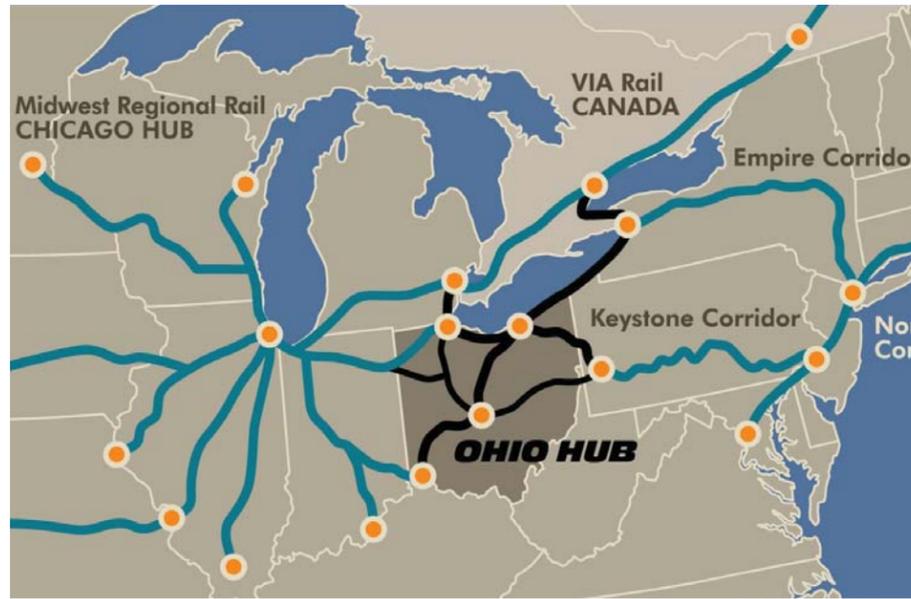


Figure 43 - Proposed High Street Streetcar

# COLUMBUS IS THE LARGEST CITY IN THE NATION WITHOUT RAIL SERVICE



Downtown Columbus Bus Route Map  
COTA



Ohio Hub 3-C Commuter Rail Map  
Ohio Rail Development Commission

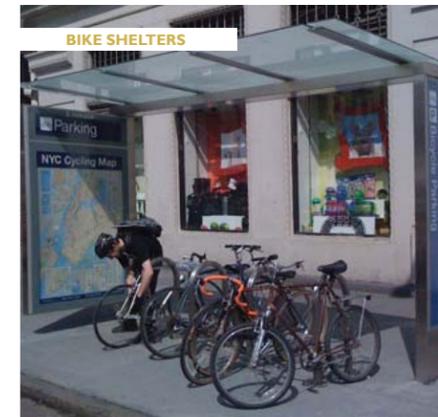
## ACCOMMODATING MULTIPLE MODES OF TRANSPORTATION



COMMUTER RAIL



STREETCAR



BIKE SHELTERS



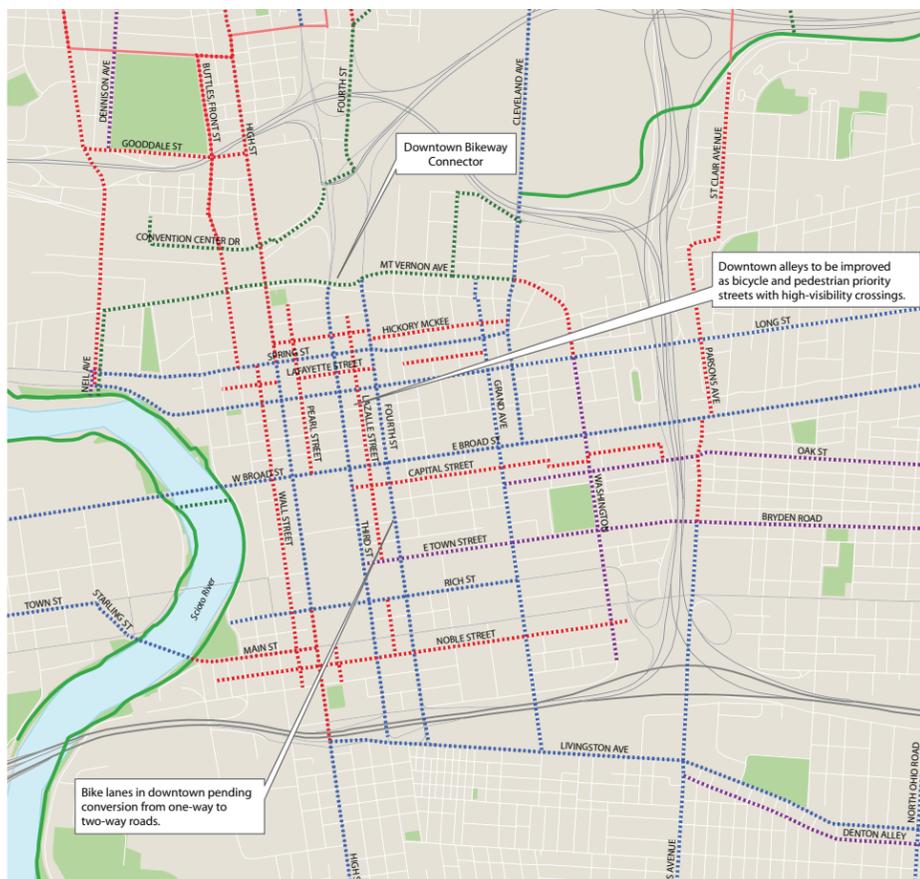
HIGH SPEED RAIL



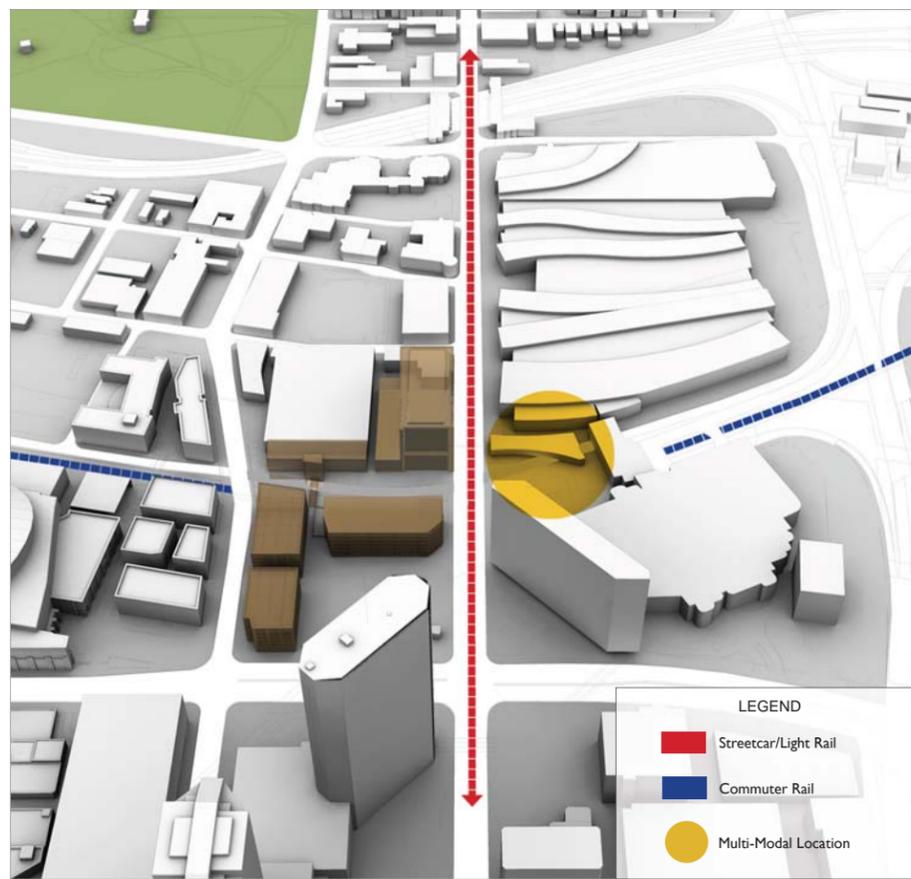
BUS TRANSIT



BIKE LANES



Downtown Bike Map  
Bicentennial Bikeways Plan



Multi-Modal Location

# 8 STRATEGIES

## 03 PARKING

### Objective

Implement a multifaceted plan that includes enhanced transportation, the construction of additional garages in strategic locations, and improved management of parking garages and on-street parking in order to achieve build-out potential of Downtown.

### Issue:

Parking has proved to be a continual challenge for many American cities over the course of the last 100 years. By trying to compete with suburban locations and building office towers without requiring the provision of adjacent parking garages, the perfect market was created for the demolition of buildings in favor of surface parking lots. In turn, these surface parking lots sapped the vitality of the urban fabric of the city.

Recently, downtown has experienced a resurgence in new construction and some of these surface lots are being redeveloped. To meet current and future demand for parking, garages are being built to offset this loss of surface lots. More garages in strategic locations will be needed in the short term to free up surface parking lots for development. Over time, as Columbus catches up with its peer cities in terms of transportation alternatives, the need for constructing parking garages to enable redevelopment will likely decline. A first step toward solving the parking problem and unlocking development sites will be to conduct an comprehensive parking study that takes into account parking needs, the realities of the marketplace, and the aesthetics of the urban environment.

### STRATEGIES

- Conduct a comprehensive parking study related to the land use and density requirements outlined in this plan.
- As part of the above study, investigate and implement the following strategies as appropriate:
  - The creation of parking districts to guide the construction of parking facilities where economically supported.
  - Prioritize garage locations and provide improved access to structured parking via transportation links in key areas of Downtown.
  - Mandate that all large development provide structured parking.
  - Create a system of peripheral parking “sinks” and transportation circulator to link them to downtown activity centers.
  - Continue to use innovative financing solutions and public/private partnerships to build new parking garages.
  - To allow garages to contribute to the urban fabric, encourage garages to be fronted by buildings, include first floor retail and use architectural screening.
- Enact policies to better regulate existing surface parking lots in terms of aesthetics and screening.
- Study the creation of financial incentives that encourage surface parking lot owners to develop property as contributing uses to downtown.
- Encourage taxi service, centralized valet service, car sharing and bike sharing and other similar strategies downtown to enable residents, workers and visitors to park once and visit multiple locations within downtown.
- Continue to study mass transportation systems to alleviate the pressure for automobile access into and out of downtown, reduce the need for costly parking structures, and enable greater density.
- Provide on-street parking on downtown streets to the maximum extent possible as an amenity to retail development.



Parking structures should accommodate active first floor uses.



Parking structures can be signature architectural elements.

**GARAGES IN STRATEGIC LOCATIONS WILL BE NEEDED IN THE SHORT TERM TO FREE UP SURFACE PARKING LOTS FOR REDEVELOPMENT.**

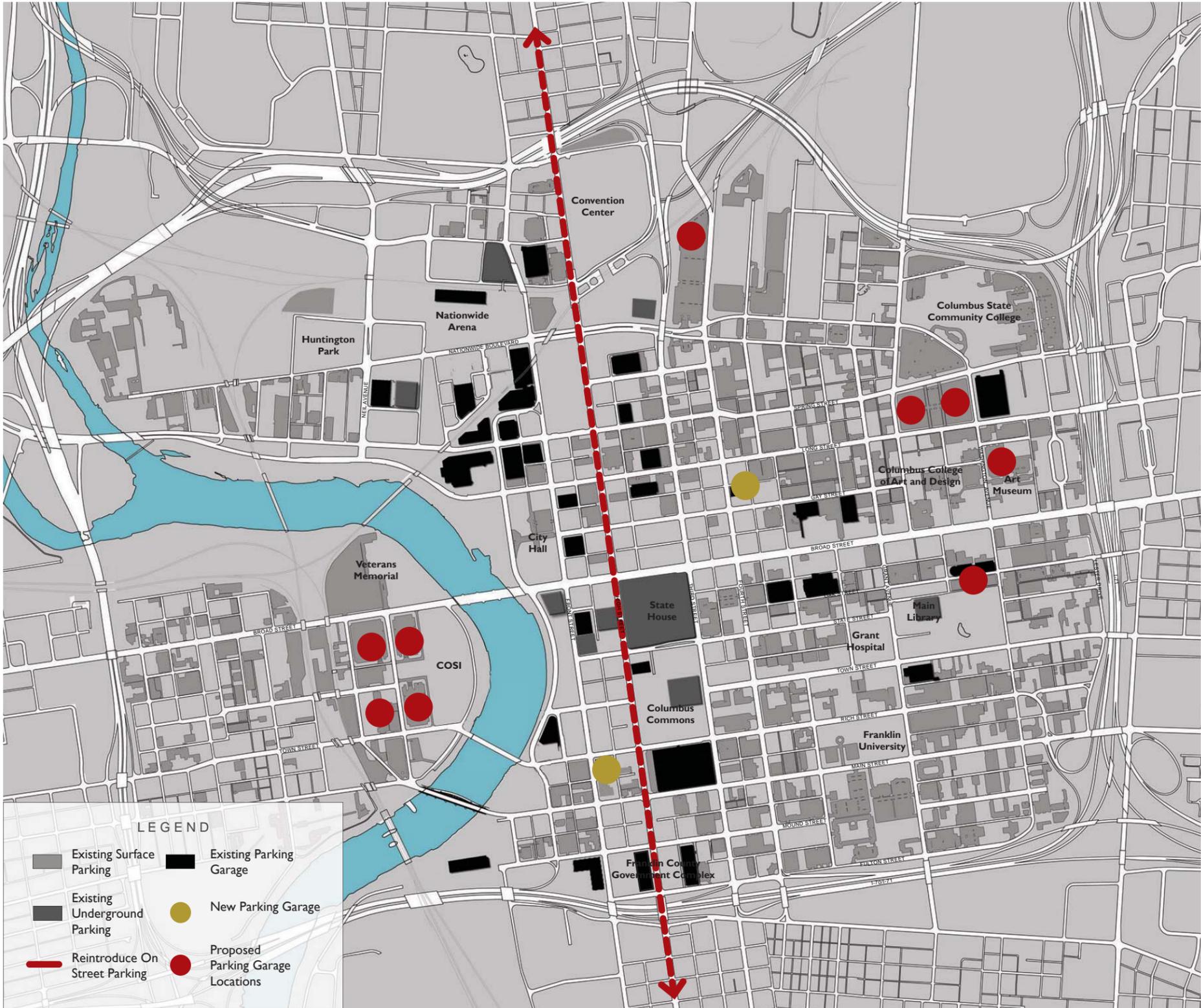


Figure 44 - Current, Proposed and Potential Parking - 1"=1200'

# 8 STRATEGIES

## 04 PARKS/OPEN SPACE

### Objective

Increase the amount and connectivity of urban green space in Downtown Columbus by prioritizing park projects, developing green connections, and creating a set of site standards that leads to the development of high-quality green spaces that occur as public improvements or as part of private development projects.

### Issue

There is a measurable lack of public parks and green space in Downtown Columbus. Aside from the riverfront park system that has seen significant investment and improvement over the past decade, the remainder of downtown is devoid of meaningful green space. What little green space does exist is not clearly or adequately connected to the surrounding urban fabric.

As has been demonstrated in the Arena District and elsewhere in urban centers throughout the country, well-designed and located green space can be a driver of economic growth and residential development. Urban green space provides a gathering place for workers, residents and visitors and is an attractive amenity for employers. New and improved green space can take many forms including space for active and passive recreation, urban pocket parks and linear networks along public streets. Green connections that include lush, tree-lined streets, ample sidewalks, and bike accommodations, should link downtown open spaces together.



Green connections should link parks and open space throughout downtown.

### STRATEGIES

- Continue current and planned park initiatives.
- Establish a network of “green connections” that link existing green spaces downtown with residential, employment and activity centers.
- Prioritize new parks and green spaces throughout downtown to increase the amount and quality of green space and provide amenities to attract new residential development.
- Ensure the construction of expanded bridges and green caps as part of the I-70/I-71 project to better connect downtown with its adjacent neighborhoods.
- Require the provision of public or private green space as part of all new major development in the downtown area.
- Ensure quality, long-term maintenance and programming for all downtown parks, plazas and event spaces through an endowment and an entity charged with such duties.
- Implement a public art program in the downtown that targets public green space and plazas and public facilities.



Figure 45 - Current Parks and Open Space Diagram - 1"=2000'



Figure 46 - Planned and Proposed Parks and Open Space Diagram - 1"=2000'

WELL-DESIGNED AND LOCATED GREEN SPACE CAN BE A DRIVER OF ECONOMIC GROWTH AND RESIDENTIAL DEVELOPMENT.



North Bank Park is the first piece of the Scioto Mile riverfront park system.



Figure 47 - Green Connections Diagram - 1"=2000'

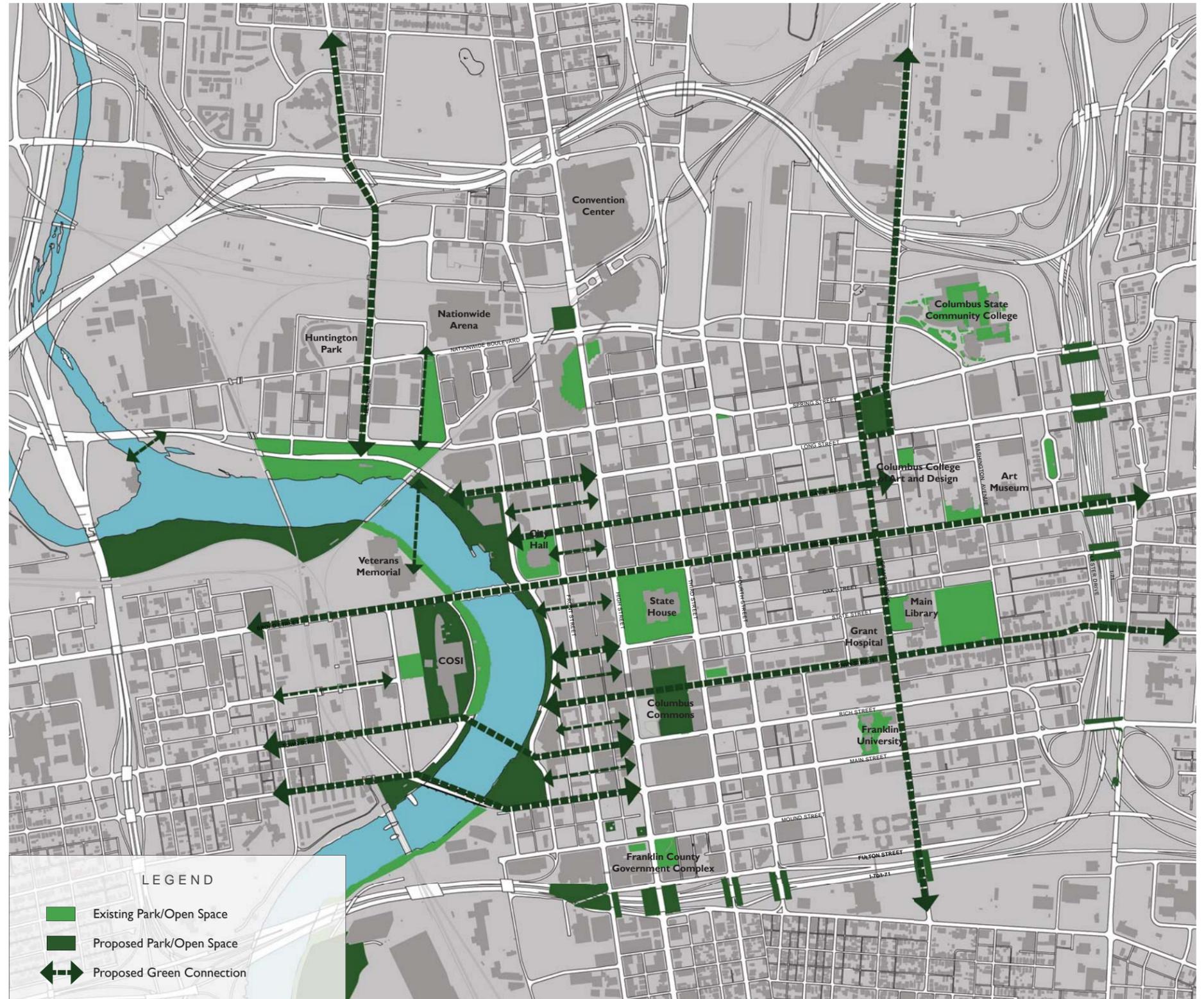


Figure 48 - Current, Planned, and Proposed Parks and Green Connections - 1"=1200'

## 05 STREETScape/STREET NETWORK

### Objective

Create a hierarchical street network that enables and facilitates multiple modes of transportation seamlessly, efficiently and comfortably while also creating an attractive streetscape that contributes to the urban fabric and activity.

### Issue

Downtown's street network is designed to primarily facilitate the movement of traffic to and from the downtown core. While this is necessary to a certain degree to ensure the accessibility of downtown, this has been done to the detriment of other modes of travel, as well as the pedestrian and retail environment. The predominance of one-way streets, lack of pedestrian amenities, and deficiency of bike infrastructure has created a downtown that is difficult to navigate on foot and bicycle as well as by automobile. Recent efforts, such as the conversion of Gay Street and Civic Center Drive to two-way traffic and the conversion of sections of Front Street (including associated traffic calming measures), represent a good start, but more work needs to be done to improve the downtown street system.

### STRATEGIES

- Update the Downtown Columbus Circulation Study as a means of implementing the downtown Plan.
- Apply the City's "Complete Streets" policies and standards into the downtown street, pedestrian and cycling network taking into account existing conditions and prioritizing aesthetics.
- Implement traffic calming measures in areas with high pedestrian traffic.
- Balance the needs of ADA requirements with the need to activate the streetscape with such things as outdoor dining and cafes.
- Prioritize streetscape improvements along key corridors concurrent with major roadway projects, such as the improvements proposed for Broad and High streets and for the four new urban avenues as part of the I-70/I-71 improvements.
- Ensure full development of caps, expanded bridges and the development of four urban avenues as great city streets as part of I-70/I-71 project to improve the pedestrian connection between downtown and adjacent neighborhoods.
- Study the conversion of all but essential one-way street pairs to two-way traffic flow.

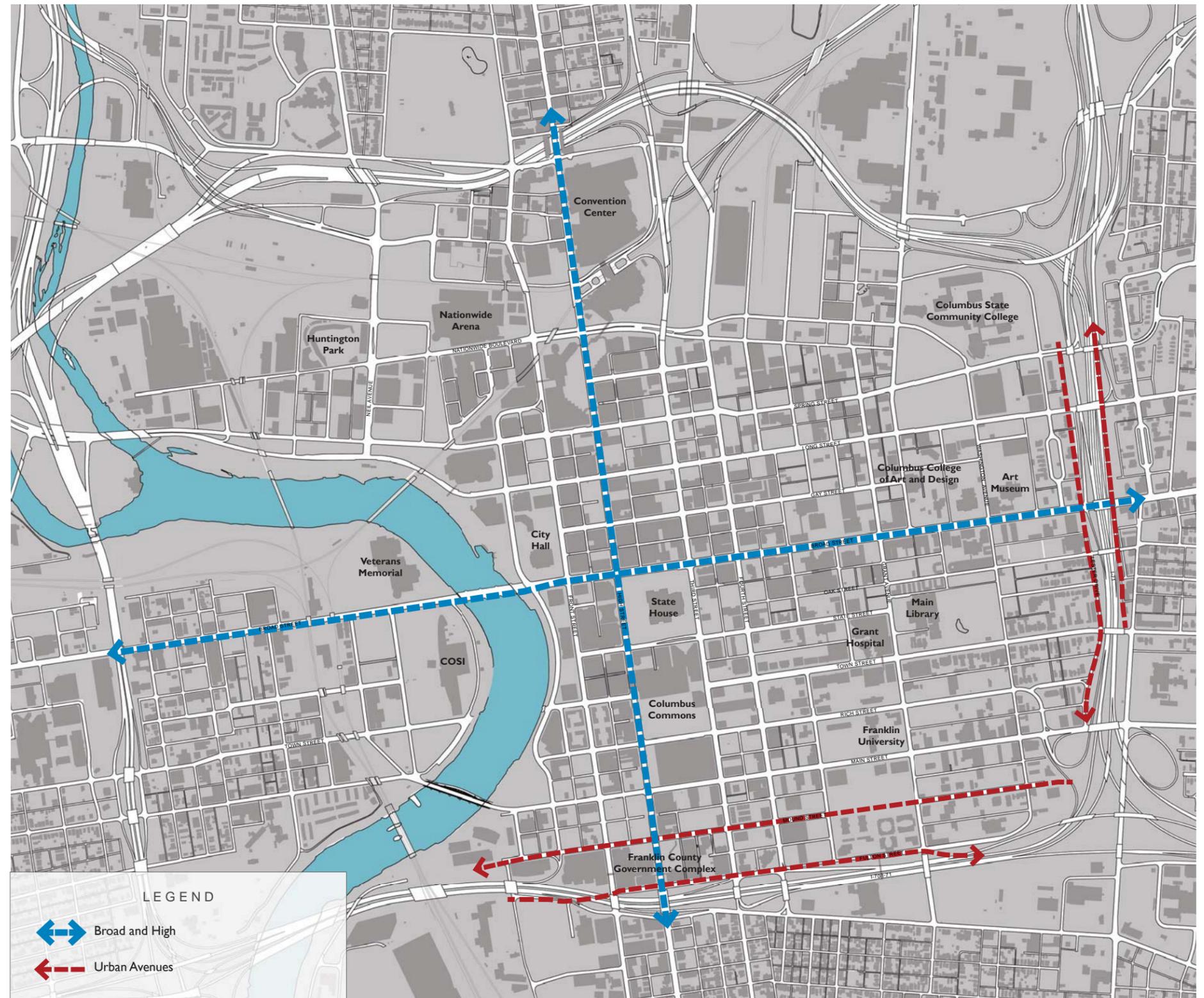


Figure 49 - Prioritized Streetscape Improvement Projects- 1"=1200'

# THE DOWNTOWN STREET NETWORK SHOULD ENABLE AND FACILITATE MULTIPLE MODES OF TRANSPORTATION

## DOWNTOWN STREET TYPOLOGIES

This typology diagram represents long-term street directionality and general recommendations regarding street character, recognizing that design variations will be necessary given specific corridor constraints.

 **Downtown Signature**  
Broad Street and High Street  
(specific recommendations are located on pages 54-57.)

 **Downtown Distributor**  
One-way traffic designation, typically with up to three driving lanes. This includes parking lanes on each side of the street with bump outs at intersections.

 **Downtown Specialty**  
Two-way traffic designation with varying width. Includes wider sidewalks and enhanced materials (such as brick, granite curbs, etc.) and design (such as median) that relate to its significance to the downtown street hierarchy.

 **Downtown Standard**  
Two-way traffic designation, typically with two driving lanes and a center turn lane. This includes parking lanes on each side of the street with bump outs at intersections.

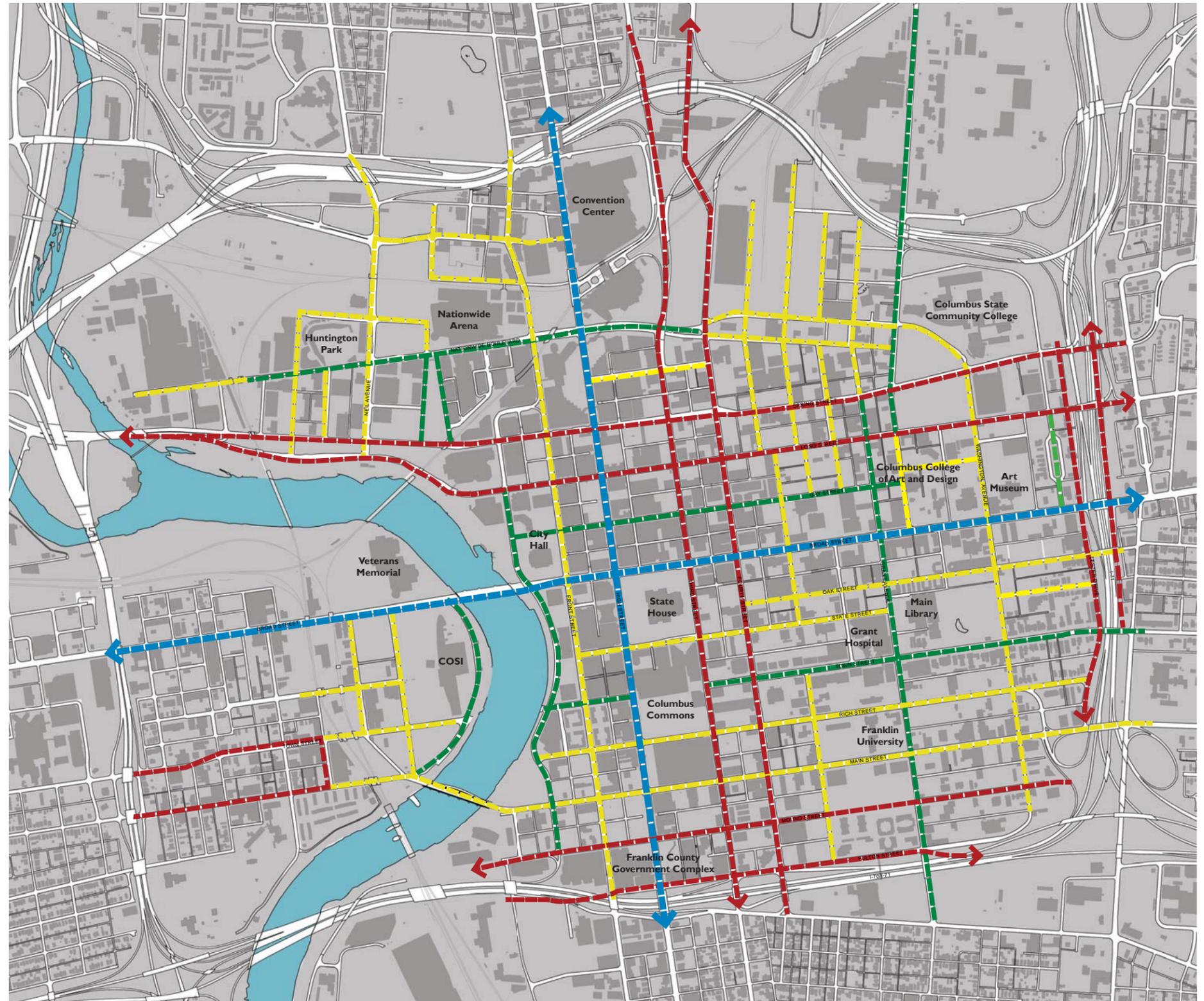


Figure 50 - Proposed Updates to the Downtown Columbus Circulation Study - 1"=1200'

# 8 STRATEGIES

## 06 SUSTAINABILITY

### Objective

Establish Downtown Columbus as the green capital of the Midwest by prioritizing environmental sustainability through coordinated investment in green infrastructure, the development of incentives for green buildings, and the creation of green-oriented job growth.

### Issue

Environmental sustainability is emerging as a high-growth sector in the nation's economy and has become a priority for location decisions of young professionals and the "Creative Class." Cities such as Chicago and Portland, that have embraced sustainability, have fostered a "green economy" that is propelling them into the 21st century. With its "Get Green Columbus" initiative, the city of Columbus has taken steps toward promoting sustainability by reducing parking requirements, mandating bicycle parking, and building green streets in downtown. The CDDC renovated the Lazarus building into a LEED-certified mixed-use office and retail building, complete with a green roof.

However, a coordinated approach is needed that prioritizes sustainability through increased public investment in green infrastructure and the creation of incentives for green buildings and infrastructure. With the volatile energy market and dwindling natural resources, improving efficiency and reducing downtown's carbon footprint will become an economic necessity. Fostering a local green economy will lead to job growth and ensure that Downtown Columbus remains competitive and attractive in today's marketplace.

### STRATEGIES

- Develop a comprehensive green strategy for Downtown Columbus that will enable and encourage green infrastructure and construction practices for both the public and private sectors.
- Develop a robust system of incentives (and in some cases requirements) to encourage green roofs, energy efficient buildings and other sustainability measures.
- Educate citizens and business owners about the benefits of "going green" and provide information to link suppliers with customers.
- Pursue construction of the transit center to reduce greenhouse gas emissions from idled COTA buses along the High Street Transit Mall.
- Encourage investment in downtown-wide solutions such as green roofs and rain gardens to address stormwater issues, such as at RiverSouth.
- Monitor new and existing green infrastructure to document its impact.
- Explore development of Scioto Peninsula as a model green development.
- Explore creation of Scioto-Olentangy Greenway to return river corridors to their natural condition.
- Encourage State, City and County governments and other downtown medical and educational institutions to take a lead in developing sustainable practices in their planned future projects.
- Promote the Green Columbus Fund to help offset the costs of sustainability projects downtown.



Portland, Oregon has developed numerous incentives for green roofs, green streets, and other green infrastructure which has reduced the cost of city infrastructure.

### GREEN INFRASTRUCTURE DEFINED

#### GREEN STREETS

Through the use of rain gardens and other methods, Green Streets transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants. Green Streets convert stormwater from a waste directed into a pipe, to a resource that replenishes groundwater supplies. (Source: City of Portland, Oregon)

#### GREEN ROOFS

Green roofs replace conventional roofing with a living, breathing vegetated roof system. An green roof consists of a layer of vegetation over a growing medium on top of a synthetic, waterproof membrane. An green roof significantly decreases stormwater runoff, saves energy, reduces pollution and erosion, and helps preserve

fish habitat. Green roofs also absorb carbon dioxide, cool urban heat islands, and filter air pollutants. Green roofs increase habitat for birds and insects and provide much needed greenspace for urban dwellers. (Source: City of Portland, Oregon)

#### LEED BUILDING

LEED (Leadership in Energy and Environmental Design) is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies aimed at improving performance across all the metrics that matter most: energy savings, water efficiency, CO2 emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts. (Source: US Green Building Council)



Green streets are an example of a downtown-wide solution to stormwater management.

FOSTERING A LOCAL GREEN ECONOMY WILL LEAD TO JOB GROWTH AND ENSURE THAT DOWNTOWN COLUMBUS REMAINS COMPETITIVE IN TODAY'S MARKETPLACE.

GREEN INFRASTRUCTURE IN DOWNTOWN COLUMBUS



The green roof atop the Lazarus Building retains and slows the flow of stormwater into the City's combined sewer and stormwater system.



Rain gardens on Town Street slow the flow of stormwater and beautify the streetscape.



Figure 51 - Green Infrastructure Diagram

# 8 STRATEGIES

## 07 ARTS AND CULTURE

### Objective

Invest in and establish dependable funding sources for arts and cultural institutions, venues and organizations to ensure downtown's place as the preeminent creative hub of Central Ohio.

### Issue

A vibrant arts and culture community is vital to a successful downtown. Downtown Columbus has several historic theatres and newer performance spaces, a well-established art museum, a ballet company and symphony, and a thriving science and industry museum with an IMAX theater. Community support for these institutions and venues has been generally positive overall, although a few have suffered budgetary issues in the past several years. In order for Downtown Columbus to remain the cultural hub of Central Ohio, the city and the community need to invest in arts and culture institutions, venues and organizations. This could include new and improved venues, creating a city-managed public art program, and establishing a network of support for local artists. Arts and culture institutions, installations, and events should be prominent and visible in everyday life downtown.



The Institute of Contemporary Art has turned South Boston Waterfront into the city's most up-and-coming neighborhood.



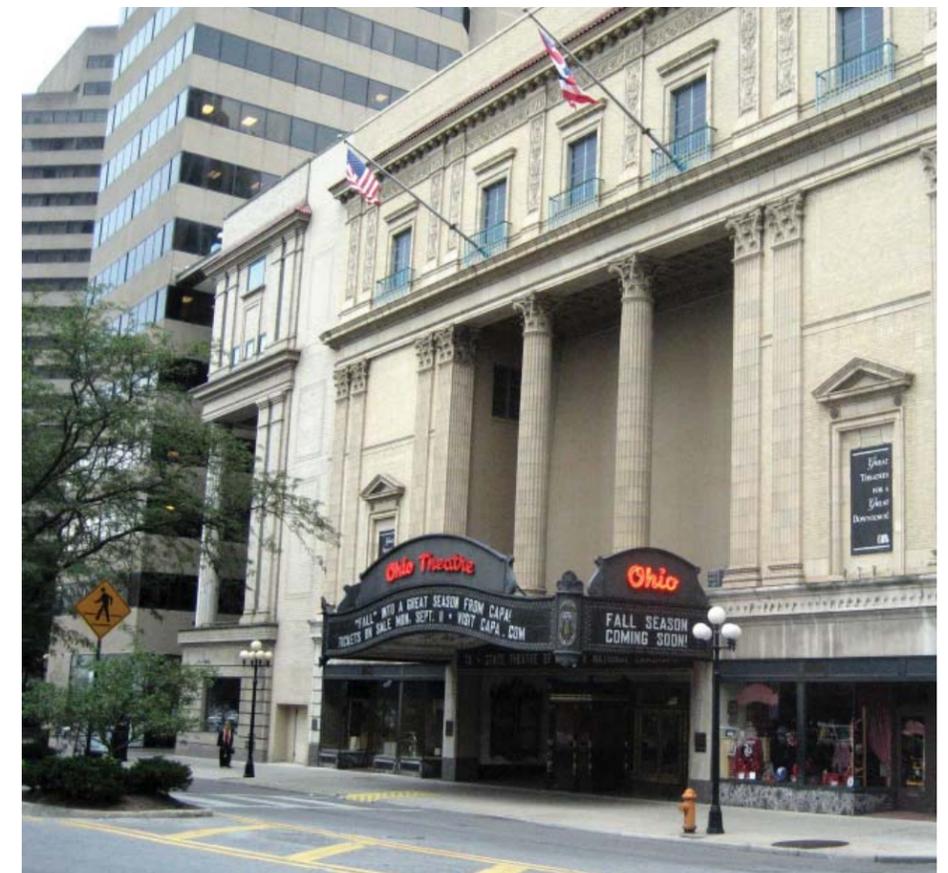
Funding public art projects, both large and small, can activate downtown areas and provide a unique sense of place.

### STRATEGIES

- Continue to fund and champion existing arts institutions and organizations.
- Create a City-managed public art program focused on public spaces in the entire downtown under the leadership of the Columbus Art Commission.
- Continue to sponsor and promote arts and cultural events and happenings Downtown (such as Independents Day on Gay Street and art exhibitions and installations).
- Explore an expand role for public art, art facilities and arts-related events on the Scioto River corridor.
- Focus retail and entertainment businesses around Downtown theatre locations to provide nodes of activity throughout the day and evening.



Columbus is home to a significant independent arts scene that is flourishing but needs continued support.



Established arts organizations make Downtown Columbus the arts and cultural hub of Central Ohio.

**A VIBRANT ARTS AND CULTURE COMMUNITY IS VITAL TO THE SUCCESS OF DOWNTOWN.**

**ARTS AND CULTURE ATTRACTIONS DOWNTOWN**

1. Veterans Memorial
2. Center of Science and Industry
3. The Santa Maria
4. Palace Theater
5. The Statehouse Museum
6. Riffe Center
7. Ohio Theater
8. OSU Urban Arts Center
9. Cultural Arts Center
10. Southern Theater
11. Main Branch - Columbus Metropolitan Library
12. Columbus Dance Theatre
13. Columbus Performing Arts Center
14. The Thurber House
15. Columbus Museum of Art
16. Canzani Center Gallery
17. BalletMet
18. MadLab
19. Columbus Children's Theatre

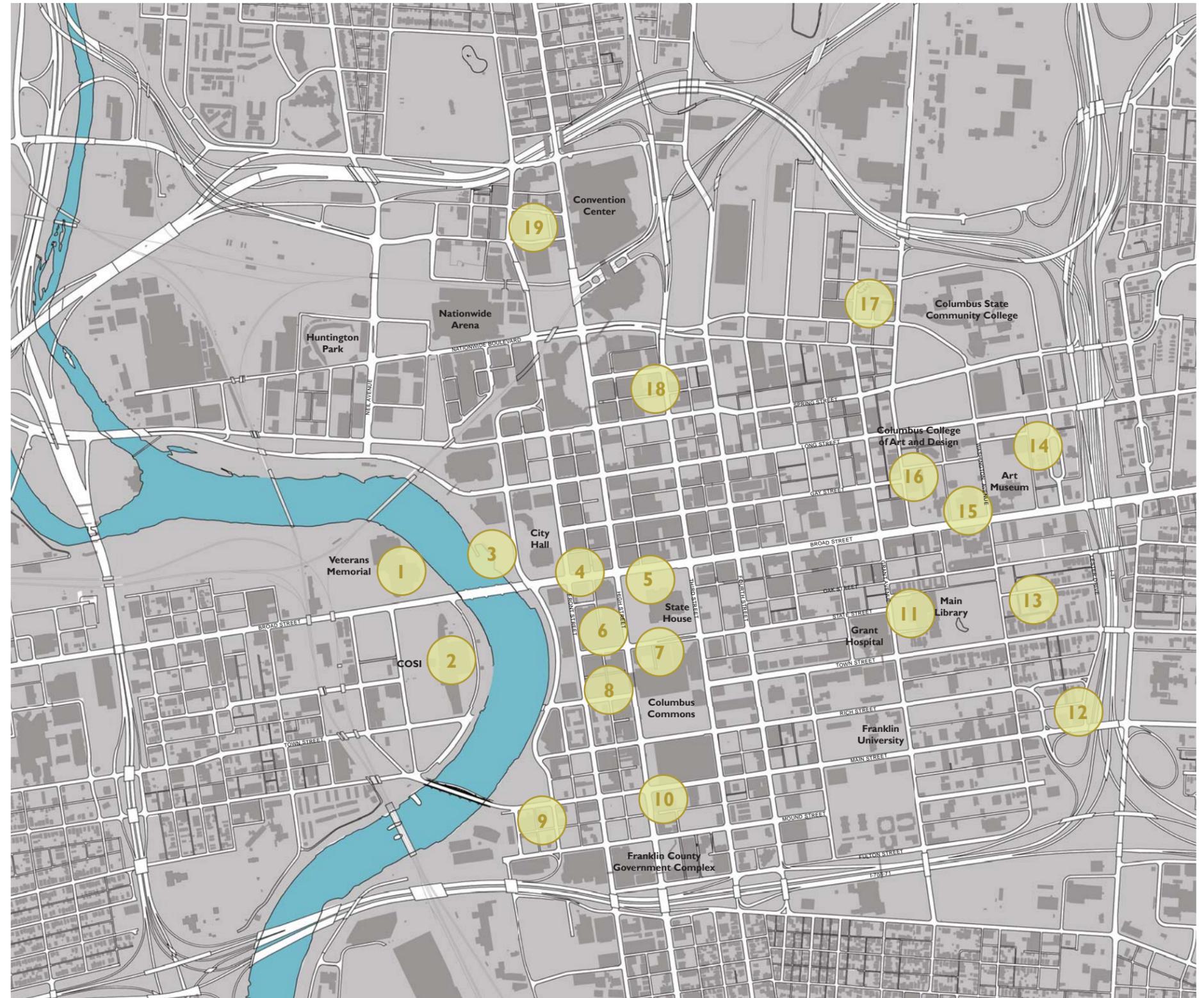


Figure 52 - Arts and Culture Attractions Diagram

# 8 STRATEGIES

## 08 CONNECTIONS

### Objective

Connect uses, districts and people both throughout downtown and with adjacent neighborhoods to fill in gaps in activity and make the urban core more accessible.

### Issue

Downtown is surrounded by a dozen urban neighborhoods that are thriving, in the midst of a comeback or poised for new investment. Downtown should take advantage of this adjacent energy by re-establishing seamless connections. This has already happened with the High Street Cap that allows the vibrancy of the Short North to seep into the Convention Center and North Market District, other opportunities to link the edges of downtown to near neighborhoods should be explored. The new Main Street and Rich Street bridges will enhance connectivity between Downtown and the Scioto Peninsula and Franklinton.

The planned improvements to I-70/I-71 involve rebuilding all 13 bridge crossings between Downtown Columbus and the surrounding neighborhoods. This represents a once in a generation opportunity to reknit the urban fabric that was disrupted when the urban highway system was built.

### STRATEGIES

- Ensure the success of downtown and its adjacent neighborhoods (both east-west and north-south) by improving the ability to access downtown by biking, walking and other forms of transit.
- Implement I-70/I-71 project to connect near neighborhoods to downtown through the use of gateways, building caps, park caps and expanded bridges.
- Identify additional improvements to the High Street corridor to better connect downtown with OSU including transit.
- Continue to maintain and enhance the connectivity between OSU, and Downtown Columbus and the Whittier Peninsula via the Olentangy Bikeway.
- Explore the removal of the Main Street and Fifth Avenue low-head dams to restore unimpeded river flow between OSU and Downtown.
- Study the removal of the five low-head dams above Fifth Avenue to complete a 16.5 mile greenway along the Olentangy and Scioto Rivers between Highbanks and Scioto Audubon Metroparks

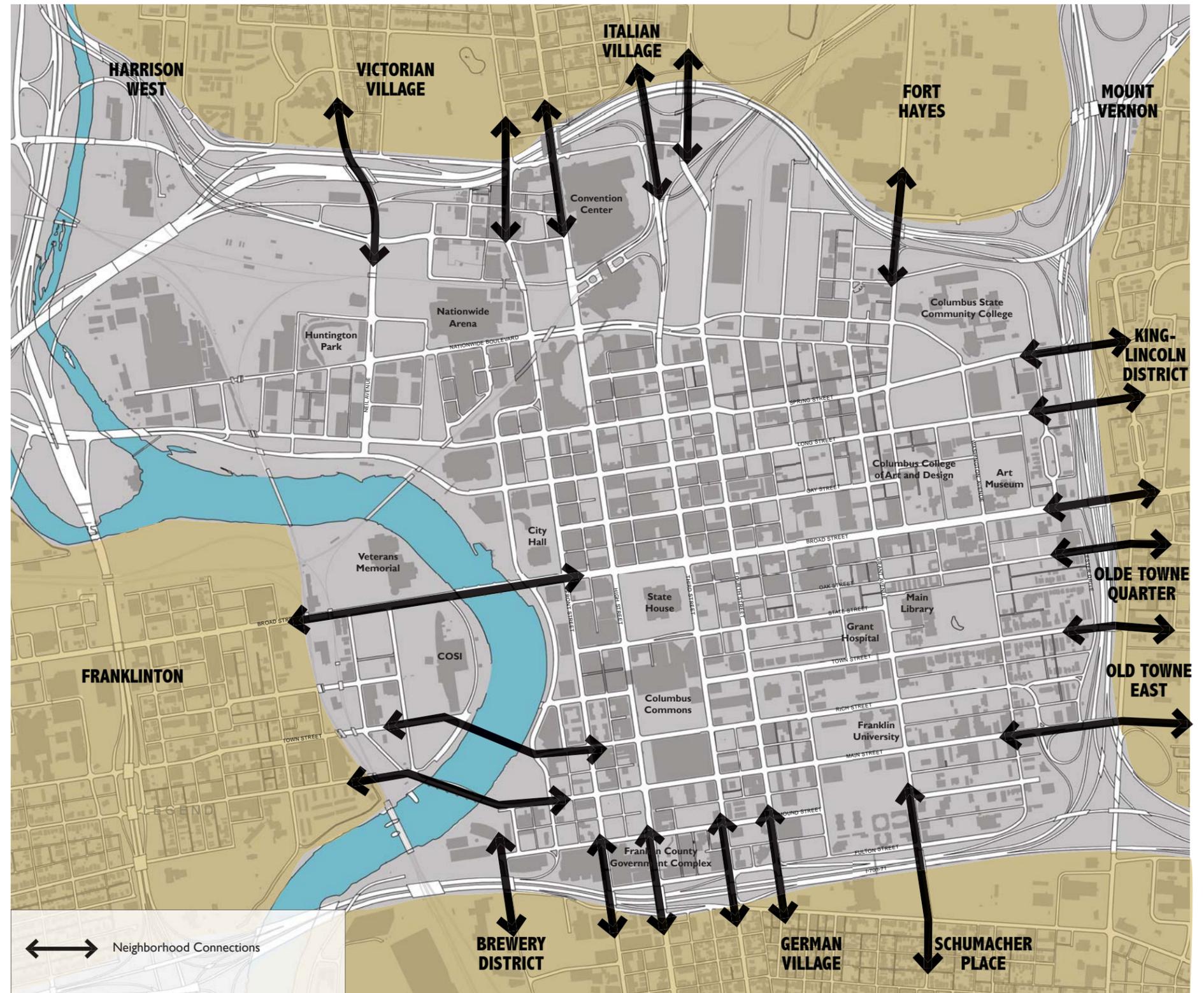


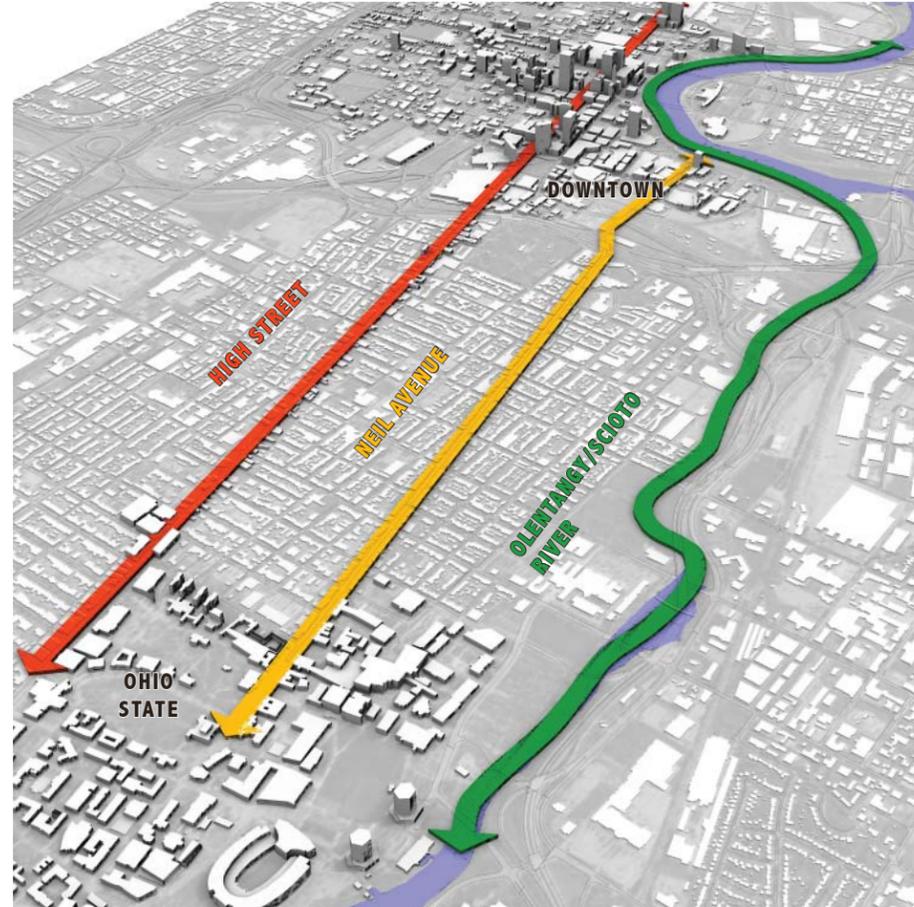
Figure 53 - Connections Diagram - 1"=1200'

**DOWNTOWN IS SURROUNDED BY A DOZEN URBAN NEIGHBORHOODS THAT ARE THRIVING, IN THE MIDST OF A COMEBACK OR POISED FOR NEW INVESTMENT.**

**EXISTING NEIGHBORHOODS**



**DOWNTOWN TO OSU CONNECTIONS**



**HIGH STREET**



← Wexner Center for the Arts

→ Ohio Statehouse

**NEIL AVENUE**



← Ohio State Library

→ North Bank Park

**OLENTANGY/SCIOTO RIVERS**



← Ohio Stadium

→ Downtown Riverfront

→ Scioto Audubon Metro Park

Beyond adjacent connections, Downtown should be better connected to The Ohio State University. Improving the connection to this key resource of 60,000 students and faculty and staff will be essential in enhancing the vitality of downtown. Focusing on the proposed Scioto/Olentangy Greenway Corridor, the High Street corridor and other north-south linkages will create a world-class corridor that connects the major educational, arts, civic and employment nodes in the entire city.